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380CLASSIFICATION ~~CONFIDENTIAL~~ CONTROL/US OFFICIALSCOUNTRY Soviet Zone of GermanyREPORT NO. TORIC Strausberg Airfield

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EVALUATION PLACE OBTAINED DATE OF CONTENT 3 to 19 March 1950

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DATE OBTAINED DATE PREPARED 22 April 1950

REFERENCES

PAGES 4

ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. On 8 March 1950, 20 twin-engine low-wing monoplanes with double rudder assembly and one cockpit, as previously observed, were parked on the northwestern border of the Strausberg airfield (N 53/V 15). Those planes which were not covered by tarpaulins had yellow propeller hubs. Twenty-three planes of the same type were parked in two lines on the northeastern side of the field in front of the hangar. Some of these had blue propeller hubs and the two types of cabin roofs were observed on them. No flying or other activities were observed between 9 a.m. and 4 p.m.
2. The bomb dump previously reported to be east of the airfield had been moved to a 30 x 50-meter barn 500 meters farther to the east. The barn, which was guarded, was connected with the airfield by a double telephone line.
3. The scraps of paper identified in  Comment para. c. were collected at the field. All the cast-off caps and epaulets lying about were of the Soviet Air Force.
4. The following motor vehicles entered the gate of the airfield :

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truck  
truck  
truck  
truck  
passenger car  
passenger car  
bus  
truck.

Document No. <u>010</u>	
No Change in Class. <input type="checkbox"/>	<input type="checkbox"/>
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Class. Change to: <u>TS</u>	STAT
Auth: <u>ED 782</u>	
Date: <u>JUN 20 1978</u>	By: <span style="border: 1px solid black; display: inline-block; width: 50px; height: 1.2em; vertical-align: middle;"></span>

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- 25X1 5. A Soviet Air Force soldier with two yellow cross stripes on his epaulets and many decorations said that he was a radio operator and that the air unit had been stationed at this airfield for four years.
- 25X1 6. A 2-meter high board fence was under construction near the air force depot in Herermuehlerstrasse. No activities were observed there. Truck was parked in front of the main gate.
7. Nine twin-engine aircraft with double rudder assembly were flying in good formation in cloudless weather over Strausberg on 3 March 1950.
8. There was flying with biplanes until 11 p.m. on 7 March 1950.
9. The previously observed twin-engine aircraft with double rudder assembly, about 40 in number,, and 10 to 12 biplanes were parked at the airfield on 9 March 1950. The twin-engine planes practiced bomb release with live bombs in the Proetzeler Forst.
10. Individual flights and formation flying in groups of two and three were seen daily between 13 and 19 March 1950. The aircraft flying in formation followed a plane towing an air sleeve. The twin-engine planes had a directional loop antenna under the fuselage in line with the pilot's cockpit besides the antenna rod on the cockpit. An opening, apparently for an aircraft weapon, was also seen at the rear end of the underside of these planes. As before, the field was occupied by 20 to 25 biplanes and about 40 twin-engine aircraft. A gun of about 20 mm caliber was observed firing at an air sleeve towed by a biplane.
11. Bombs were being unloaded from 18 railroad cars at the Strausberg-Kleinbahnhof (railroad station) on 2 March 1950. They were trucked to the bomb dump east of the airfield during two following days. The bombs were of various weight up to 500 kg.
- 25X1 12. A truck with a trailer and loaded with an in-line engine and technical equipment left the air force depot on 14 March 1950. 25X1
13. Soviet officers' wives who had ordered dresses made by local tailors said that all Soviet dependents were to be sent to a camp in Potsdam (N 53/Z 63) by 15 March 1950 for transfer to the Soviet Union. The block of residential houses in Elisabeth-Street previously occupied by officers' dependents was rather empty.
14. About 30 twin-engine aircraft were seen flying in formation over Strausberg and its vicinity on 17 March 1950. The planes had a single rudder assembly and were of a plumper figuration than those

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stationed at the airfield.

15. Construction work on a Finnish steam bath and a solid administration building was under way at the airfield. A destroyed wing of the airfield barracks was being rebuilt to house an additional kitchen. A craftsman said that four boilers were to be installed in this kitchen. The leveling work for the expansion of the landing field toward the south was continued by 30 to 100 workers. A field rail-road track had been laid for this purpose.

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Comment :

a. As in February 1950, the Strausberg airfield is still occupied by a regiment of the 241st Bmr Div. The statement that the air unit has been at the airfield for four years (para 5) is wrong as this field/occupied by a bomber unit only last fall, when the transport regiment previously stationed there was transferred to Altenburg.

b. The transfer of the bomb dump (para 2) was reported for the first time.

c. The documents mentioned in para. 3 contain the following data:

No. 1 : A questionnaire for delegates to a party conference filled out by 2d Lt Gravenyuk, Anton, (pilot) [redacted]

No. 2 : An envelope addressed to Bostedayev [redacted]

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No. 3 : An envelope addressed to A. I. Shetstakov, [redacted] stamped 25 November 1949.

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No. 4 : Part of an envelope addressed to a member [redacted]

No. 5 : An inspection sheet for aircraft [redacted] filled out by the aircraft engineer in charge of this plane 2d Lt Salov. (Immaterial content).

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No. 6 : A handwritten authorization for Sgt B. G. Pivovarov to draw the pay of Sgt S. I. Chumachenko. The correctness of the signature is testified by Lt Col Vanifaytev (?), chief of staff [redacted]

No. 7 : Envelope addressed to the Chief of Staff of the Technical Bn Division (?) sent by the 458th Ind. Air Force Technical Bn.

Notes :

aa. [redacted] was repeatedly observed in Werneuchen and Oranienburg. The observation [redacted] in Werneuchen is explained by the transfer last fall of a bomber regiment of the 241st Bmr Div from Oranienburg to Strausberg. It is assumed that [redacted] is assigned to this bomber regiment [redacted]

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cc. The existence of a 450th ATB in the area of the Twenty-Fourth Air Army has not been known before. During World War II the 450th A TB (BAO) was assigned to the Second Air Army.

cd. It is inferred from para 12 that, among other equipment, aircraft engines are being stored in the air force depot.

ca. The transfer to the Soviet Union of Soviet dependents is credible since such transfers were frequently also reported from other garrisons in the Soviet Zone of Germany.

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